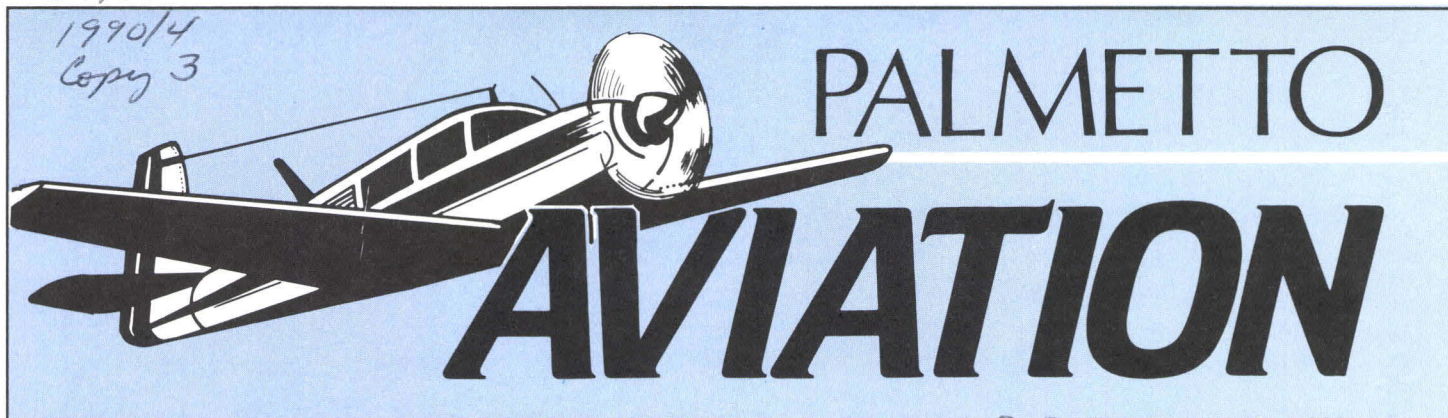


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April, 1990

## Myrtle Beach AFB On 'Hit List'

*Scoping meeting brings record crowd to protest closing*



**Carl Ellington manager of Myrtle Beach Jetport, presents his views at the scoping meeting as nearly 900 people listened.**

Nearly 900 concerned citizens gathered recently to air their views on the possible closure of the Myrtle Beach Air Force Base and Air Force officials got an earfull.

The overwhelming attendance at the Myrtle Beach Convention Center was the key to telling officials they were not ready to let the base close. Generally, attendance at public meetings is sparse, but crowds lined up outside the entrance waiting to sign in as the meeting began.

The audience was made up of retired military personnel, civilians who work on the base, families of those affected and politicians.

At times, the meeting took on an almost pep-rally atmosphere

with applause and cheers each time a politician said, 'keep the base open.'

U.S. Congressman Robin Talton was first to take the podium and set the tone of the public meeting, "I'm here to say keep the Myrtle Beach Air Force Base open...We have to let them know this is the best base in the Air Force arsenal."

This was the first meeting in a series the Air Force has in order to gauge public support for the closing and reuse of the Myrtle Beach Air Force Base.

If the base closes, more than 4000 military and civilian jobs will be in jeopardy, and military retirees will have to go elsewhere for military privileges.

*See Page 6, Myrtle Beach*

## Planning An Air Show? This Applies to You

There are many laws on the books in South Carolina that may surprise or astound you, but there is at least one that will effect you.

Under current law in our state, you must have a permit from the South Carolina Aeronautics Commission in order to have an air show or any type of aerial display in the state.

This regulation was filed in the Secretary of State's Office in April

1953, and is still in effect.

Although most people do not know that this law exists, it would be wise to start complying with the regulation.

But how to comply? Very simple. Let's say you want to have an air show at your local airport. When you get a Certificate of Waiver or Authorization, and an Authorization for Certification

*See Page 6, Air Show Permits*

Having an air show?  
Send a copy of FAA Form  
7711-1 and 7711-2 to:  
Public Information Office  
Aeronautics Commission  
P.O. Box 280068  
Columbia, SC 29228  
If you have questions:  
1-800-922-0574 or  
(803) 822-5400





**PALMETTO AVIATION** is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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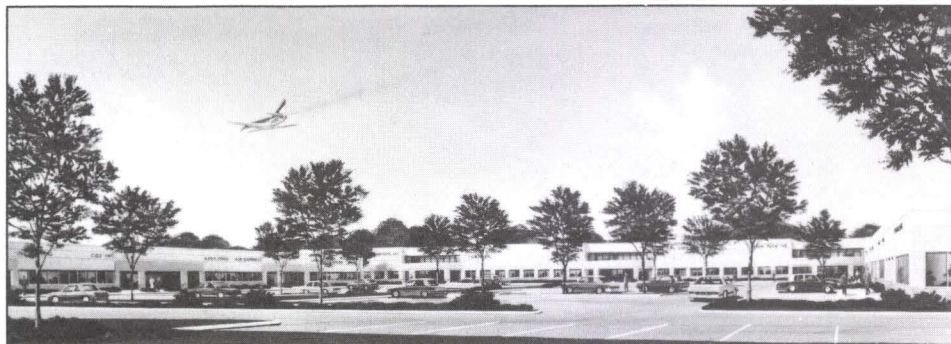
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## Charleston Airport To Develop Hi-tech Office Complex

Plans have been finalized for a major \$20 million hi-tech office and warehouse/distribution complex at the Charleston International Airport with construction to begin this month.

The complex, Airport Commerce Center, will be the largest such single-story commercial development in the Charleston area.

Plans for the 360,000 square foot mixed-use commercial center were announced recently by the Stuart Frankel Development Co. which developed the center.

"I believe in the Charleston area; and I feel the area is on the verge of tremendous growth, based on the business growth already demonstrated here," Frankel said.

I was impressed with the community leadership, Aviation Authority officials, the outstanding airport terminal facility and the quality of the land sites around the airport," Frankel added.

The up-scale office complex will feature 12 buildings with special designs on a 34 acre site on Charleston County Aviation Authority property. It will be located at the intersection of Michaux Parkway and International Blvd.

The project will be built in phases with a total buildout in

three years.

Phase one includes three buildings totalling about 95,000 square feet, completed by October 1990. Buildings will be both warehouse and distribution facilities as well as high-tech offices.

David Jennings, Chairman of the Charleston Aviation Authority, was pleased. "The Airport Commerce Center will compliment the Trident Research Center of the SC Research Authority and bring additional high quality companies to the airport. The Authority is pleased to have a developer of Stuart Frankel's stature bring such a tremendous project to our property."

North Charleston's Mayor John Bourne added, "It reflects continued confidence in our community and it will help spur our economic recovery from Hugo."

According to the architects, Bohm-NBBJ of Charleston, "The goal has been to provide for a pleasant looking working environment with an up-scale hi-tech office building look and ultimate flexibility for the user through space and building design."

Phase One will have dramatic two-story entrances with free standing, curved colonnades and staggered glass elements.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. **Mailing Address:** Post Office Drawer 280068, Columbia, South Carolina, 29228. **Phone:** (803) 822-5400, or 1-800-922-0574.



## New Policy Set For Airport Grant Applications

Airports applying for South Carolina Capital Improvement Bond grants will have to comply with a new policy approved at the SC Aeronautics Commission meeting.

During the regular commission meeting held in Columbia, the commissioners voted not to consider grant applications unless they are sent to the Aeronautics Commission at least 10 working days before the commission meeting.

Commissioner Edwin Pearlstine moved that grant applications must be received by the commission at least 10 working days prior to the regular scheduled meeting to be considered for approval. However, in the event of an emergency, this requirement may be waived.

In addition, during the legislative session Aeronautics Commission meetings will now be held on

Mondays instead of the third Friday of the month.

Airport sponsors need to be aware of these meeting and policy changes since these will directly effect the capital bond improvement funds they depend on for funding airport projects.

During the regular commission meeting two airports were approved for improvement grants.

Woodward Field in Camden was granted \$11,475 for installation of visual approach aids (PLASI) for Runway 5 and Runway 23. The total project will cost over \$22,000 with the balance paid for by Kershaw County.

Grand Strand Airport in Horry County was approved for \$18,898.20 to sealcoat existing Ramp 66 FBO parking apron. The Grand Strand Airport project will be paid for by local and state funds totalling over \$37,000.

## Hawthorne Corporation Adds Two New Positions

Two new positions were created at Hawthorne Corporation's annual meeting held March 22.

The employees, Bill Thrift and David Bush, were elected to the newly created positions and announced by Hawthorne's president, Dean Harton.

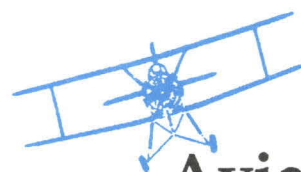
Harton openly praised the two valuable employees following the meeting, "Both of these gentlemen have succeeded in meeting every challenge put before them since joining the company. We are excited at having them join the top management group which will

carry the company forward."

Thrift was elected Vice President and Director of the Corporation, while Bush was elected Vice President and Director of Hawthorne Services, Inc.

Thrift has been with Hawthorne since 1985 as Controller and has recently taken full corporate financial responsibility, insurance and administration duties.

Bush joined Hawthorne Services in 1984 as Marketing Specialist and was named Operations Manager in 1988, and now is responsible for operations and marketing.



## Aviation Calendar

### April 8-14

Annual Sun 'N Fun  
EAA Fly-In  
LakeLand, FL  
(813) 644-2431

### April 9-14

"Texas Air Raiders" B-17  
Confederate Air Force  
Greenville Downtown

### April 14-15

"Texas Air Raiders" B-17  
Confederate Air Force  
Greenwood Airport

### April 15

Easter Sunday  
Breakfast Club  
Open Date

### April 29

Breakfast Club  
Thomson McDuffie, GA

### May 4-6

May-Fly '90  
Florence Regional  
Breakfast Club on Sunday  
Florence Regional Airport

### May 4

Warbirds Scramble  
& Vintage Fly-In  
Spartanburg Downtown  
6:30 p.m.

### May 6

Jefferson County's  
Third Annual Fly-in  
Louisville Airport, GA

### May 20

Breakfast Club  
Laurens County Airport

### May 27

Breakfast Club  
Twin Lakes Airport  
near Augusta

### June 10

Breakfast Club  
Kirk Air Base  
Near Lancaster

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# FAA & DOE seek to prohibit airspace

## *Savannah River Plant included in proposal*

Anytime two federal government agencies combine forces you can count on some trouble and this time is no exception.

The FAA and the DOE teamed up for a public meeting in Augusta, GA, recently to discuss the possibility of prohibiting the airspace around the Savannah River Plant to 10,300 MSL.

According to handouts, the fact-finding meeting was held to gather information from the public concerning the establishment of prohibited airspace for security and safety at nine Department of Energy nuclear weapon facilities.

Among those who commented were private pilots who had less than 100 hours, pilots with more than 10,000 hours, aviation commissioners, SRP employees and airport managers.

More than 35 people presented their views on the subject at the Landmark Hotel in downtown Augusta, Georgia, March 21.

Federal officials planning the meeting did not anticipate the record turnout which made room scarce.

The meeting began with a brief

history lesson and briefing on DOE nuclear weapons facilities and their interaction with restrictive and prohibited airspace and continued with why the DOE feels this space should be prohibited.

"The production of the nuclear weapons inventory includes special nuclear materials and highly sensitive procedures which are critical to the national security of our country," said David Jones, Director of Security for the DOE.

Jones added the DOE "is concerned over terrorist attacks" and boundaries of nuclear facilities have not been rigorously guarded.

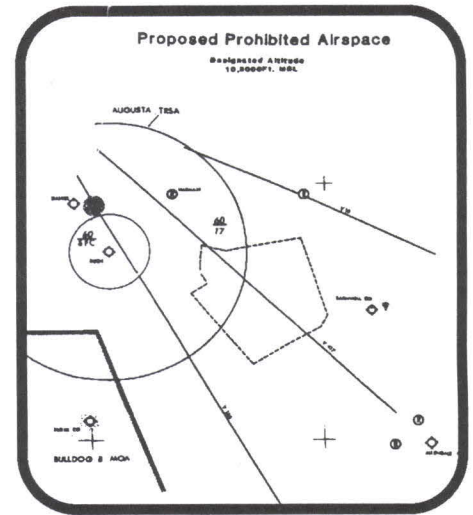
The security official commented that DOE is upgrading its security nationwide by increasing the size of the nuclear weapons sites, using helicopters for security purposes, guarding perimeter boundaries, using SWAT teams and upgrading central security systems. All these have a price tag of \$866 million for fiscal year 1990.

Comments ranged from the very serious analysis on crashes to humorous suggestions on filing the proposal.

The airport director of Bush Field, Steve Atha, made the first public presentation. He enlisted the help of slick graphic sectional charts complete with thunderstorms showing the narrow hallway when all restrictive and proposed prohibited airspace are in place.

Atha pointed out "this proposal is not in the best interest of those who use the airspace."

"No valid information has been introduced to suggest that this will increase security or safety at the Savannah River Plant," added Atha, who manages Bush Field's 8,000 operations a month.



The chart shows the proposed prohibited airspace over SRP with designated altitude of 10,300 MSL.

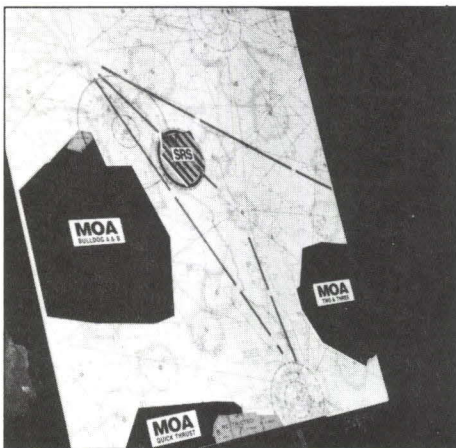
All those who spoke publicly denounced the prohibition of the airspace, but none did it as systematically as Hamp Manning, the former Bush Field Airport manager and life-long aviator.

"Bush Field has been a major service point for aircraft in the upper Ohio Valley and the East with destination in Florida and other southern markets because of Augusta's strategic location," said Manning. "Due to the nature of this transient business, however, it would be virtually impossible to estimate the economic impact" this airspace restriction would have.

But, Manning was only one of nearly 40 who spoke at the public meeting decrying the prohibited airspace.

One gray-haired pilot said that he would like the federal government to file this proposal — in file 13 and send all of the government employees back to Washington.

Ken Medley of AOPA was a striking example of how to win friends and influence public meetings, "I'm ashamed to hear that our



Slick graphics, like this sectional, were used in presentations to amplify issues by Bush Field in Augusta, GA.



# over nine nuclear weapons facilities

government would knowingly shoot down innocent pilots who fly into this area. This is an irresponsible recommendation. The only reason I can think of for this is because they are so stupid. This is a ridiculous recommendation and your security will not be jeopardized by this prohibition of airspace. I suggest that you cancel the rest of these public meetings and get on with some other more important matters in your life."

Luke Cousins, chief of Georgia Department of Aeronautics said he was alarmed by "several references to deadly force...We look to the FAA for compliance and hope this matter is addressed."

Other pilots had a personal reason for disagreeing with the proposal, Jack Woodward a Barnwell aerial applicator said, "This proposal is going to cost me some money," because the airspace surrounding SRP is farm land which is sprayed with herbicides.

Irving Wagner in the Georgia EAA Chapter 172 said this proposal would put a "binder around our necks" when it comes to flying. Wagner also photographs for the Agricultural Stabilization Program and said flying grids over farmland in that area would be impossible to do if they prohibited the airspace, and in effect would deter the De-

partment of Agriculture from accomplishing their mission.

Bud Coward of the Aiken Municipal Airport Advisory Committee said that Aiken has supported SRP for over 35 years as it has become vital to the local economy and the defense of our nation. But Coward pointed out that general aviation is also vital to the community stimulating the local industrial development while a prohibition of airspace would stifle that growth by placing restrictions on valuable land.

"We have seen the evolution of the prohibited and restricted airspace over SRS beginning in the 1950's and then the establishment of the less restrictive "national security overflight" circle in the 1970's. Virtually nothing has happened, other than a crash of the Wackenhut security helicopter about two years ago, to jeopardize safety and security. We feel that the latest DOE proposal is totally arbitrary and will not add significantly to the security already established for the nuclear facility."

Some presentations included the probability of an air crash on an acre at SRP. William S. Morris, of Morris Communications, delivered his speech sprinkled with statistics and concluding that based on national averages SRP can expect one crash every 3,639 years. Morris also indicated the FAA had made these similar conclusions and was satisfied with their safety ratio.

The Aeronautics Commission raised questions on the validity of prohibiting the airspace in a letter presented to the FAA. "As residents of South Carolina, we know of no incidents where over-flights have ever posed a threat to the Savannah River Plant, and nor is it



**Hamp Manning, former manager of Bush Field Airport, (above) and Ken Medley of AOPA (below) express their views over prohibiting the airspace at the public meeting.**



clear how the 10,300 MSL limit can actually prevent hostile intrusion."

The letter also stated, "prohibiting this area will impede and delay the mission of the Civil Air Patrol during emergencies and in search and rescue mission where time is imperative."

If you want to respond to this proposed prohibited area (deadline is May 7, 1990) please send or deliver comments in triplicate to the Federal Aviation Administration, Office of the Chief Counsel, see address in inset.

## Send Comments in Triplicate to:

**Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket [AGC-10], Airspace docket No. 90-AWA-1, Department of Energy /Proposed Prohibited Areas, Room 916, 800 Independence Avenue, SW, Washington, DC 20591.**



# Myrtle Beach Air Force Base Targeted for Closure

Continued from Page 1

Some issues raised during the scoping meeting:

- Economic impact on real estate.
- Impact on military retirees and their role in the community.
- Effects of losing the largest employer in Horry County

Also, the base and the Myrtle Beach Jetport operate a joint runway since July 1975 which serves air carriers for the popular tourist destination.

Col. Sandy Sharpe, the Myrtle Beach base's new top commander, lead the scoping meeting with a briefing on procedures, including when the environmental impact statement will be released to Congress.

Col. Sharpe continued saying

the Air Force had begun looking for ways to reduce their budgets since Congress decreased the amount they receive and one of the ways to accomplish was by closing unneeded bases.

The meeting not only focused on the possible base closure processes but also what environmental impact closing the base might cause on the surrounding area.

Many politicians focused on the implications of closing a base this size on property values, the local economy and the reuse of land.

Congressman Tallon also mentioned the relationship between Santee Cooper and the base, "almost \$4 million in lost revenues if the base closes...then electric rates are bound to go up."

The role of military retirees was mentioned many times by politicians and elected officials.

Senator Strom Thurmond



Rep. Ken Corbett of Myrtle Beach answers reporters' questions regarding the base closing.

wrote a letter to the Air Force Base which said the base contributes more than \$200 million to the economy and its closing would impair development of the area. In his letter, he added this would only make a recommendation to the Defense Department and the decision would be made in late 1991.

"I believe we will do what's best for all regards at Myrtle Beach," wrote Thurmond.

The Horry County Development Board responded saying the base has an annual payroll of more than \$162 million and is the largest single employer in the county. If the base closes, the largest payroll in the county will be lost and it would essentially double the unemployment rate.

Other factors which would be affected by the closure would also be hospital and other highly technical employees who are spouses of those who would be relocated and how those jobs would be filled.

Another point is the loss the air traffic controllers and fire crews which operate on the joint-use runway with the Myrtle Beach Jetport and the impact the closure would have on the terminal expansion project for Myrtle Beach.

## Air Show Permits Required

Continued from Page 1

from the FAA's Flight Standards District Office, complete it and just mail us a copy of the completed form at least 10 days before the event.

The code, if you would like to look it up for yourself, reads:

No person, firm, or corporation shall promote, sponsor, conduct, or cause to be displayed any aerial exhibition or air show on any airport within this state without an effective, current permit issued by the South Carolina Aeronautics Commission.

Applications for permits must be filed with the S.C. Aeronautics Commission at least ten

(10) days prior to the scheduled date of proposed aerial exhibition or air show.

**You can mail a copy of the Application for Certificate of Waiver & Authorization to: Helen Munnerlyn**

**Public Information**

**P.O. Box 280068**

**Columbia, SC 29228-0068**

By complying, you have also just allowed nearly 9,000 subscribers to Palmetto Aviation also know about your upcoming air show.

Who knows — you may even get more people to attend your air show.



## FYI From the FAA

# No Foolin', Fueling is Important

The following is taken from FAA's [All About Fuel](#) publication, get your unedited copy from your FSDO office.

The introduction of turbine-powered aircraft into the civil aircraft fleet during the 1950's caused many changes in aircraft fuels. As the air carrier and military fleets were converted to turbine-powered aircraft, the demand for aviation gasoline (avgas) decreased drastically. Aviation fuels now represent a relatively small portion of the petroleum industries by products and therefore the production of avgas in multigrades is no longer economically feasible.

### 80/87 vs 100LL

When the 80/87 began to disappear from the avgas market and 100LL was introduced, operators expressed concern about the service life expectancy of their low compression engines. Some operators experienced accelerated exhaust valve erosion and valve guide wear from the use of highly leaded 100/130 (green) avgas that were rated to use a minimum grade 80 octane fuel. The engine manufacturers were quick to provide aircraft owners with amended operating procedures and maintenance schedules which helped minimize the engine malfunctions resulting from the use of high lead 100/130 avgas. Experience of the past ten years has proven that low compression aircraft engines can be operated safely on 100 low lead avgas without difficulty, providing they are operated and serviced in accordance with the approved aircraft owners manual.

### Automotive Gasoline

Leaded automotive gasoline is not recommended as a substitute for aviation gasoline because of the differences in properties and composition. Lead free automotive gasoline, however, has been extensively tested in aircraft equipped with low compression engines that use low octane fuel by the EAA and other organizations.

The FAA has issued supplemental type certificates (STC) to these organizations permitting the use of unleaded automotive gasoline of 87 minimum anti-knock index per ASTM specification D-439. Each make/model aircraft shall be modified and operated in accordance with the limitations and procedures contained in the STC when unleaded automotive gasoline is used.

### Placards-Type of Fuel

Be sure you get the type of fuel that is specified. Federal regulations require all aircraft filler openings must be marked with the word 'fuel' and the minimum fuel grade for the reciprocating powered aircraft or the permissible fuel designation for turbine-powered aircraft. Turbine or jet fuel is detrimental to the reciprocating engine and extended use of avgas can damage turbine engines. Therefore, it is imperative for flight crews to double check when their aircraft is serviced to assure that they receive the proper type and grade of fuel.

### Fuel Additives

The FAA and several engine manufacturers have approved certain carburetor anti-icing fuel additives in aviation gasoline. However, such additives should not be used without consulting the airframe manufacturer because their chemical content may not be compatible with the aircraft fuel systems.

The same is true with lead scavenging additives such as Tricresyl Phosphate (TCP) used successfully to reduce lead fouling of spark plugs. However, TCP should not be used in turbocharged or supercharged engines without approval of the airframe manufacturer.

### Spark plug fouling

In most cases spark plug fouling can be reduced or eliminated by simply applying proven operating techniques. For example, low operating temperature coupled with rich fuel mixtures result in incomplete vaporization of the tetraethyl lead in the combustion chamber causing lead fouling of the spark

plugs. Maintaining proper cylinder head temperatures will minimize plug fouling problems. After flight or ground operations, before shutdown, advance the throttle to about 1800 RPM for 15 to 20 seconds to clear the plugs and combustion chambers, retard the throttle to about 1200 RPM and shut the engine off immediately with the mixture control. If you make sure the aircraft is serviced with the proper fuel, check the sumps for contaminants, operate the engine according to the manual and have the spark plugs serviced as recommended, you should not have plug fouling problems.

### Turbine Fuel

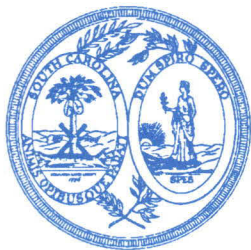
Occasionally, aircraft are inadvertently serviced with the wrong type of fuel and in most instances it is because of misleading signs. For example, certain turbo-supercharged reciprocating powered aircraft have paint designs with the word TURBO conspicuously displayed on the vertical stabilizer or on the engine nacelle.

Reciprocating engines may run briefly on jet fuel, but detonation and overheating will soon cause power failure. So, beware of getting jet fuel when you need avgas. Avgas is no substitute for jet fuel either. The engine failure caused by running the turbine engine on the wrong fuel may not be as sudden, but prolonged operation on gasoline will severely damage the engine by the lead content and differing combustion ranges of the fuel.

### Pre-Flight Action

The responsibility is yours, the pilot, to determine that your aircraft is properly serviced. Check your aircraft before each flight and be sure you have the correct type of fuel. It may save your life. Be sure all of the fuel and oil tank caps and covers are secured properly after you visually check the fluid level. Check for the presence of water, dirt, rust or other contaminants. Check that each fuel vent is clear of restrictions; i.e. dirt, ice, snow, bent or pinched tubes, etc.





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**This Month...**

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- Myrtle Beach AFB Scopes Out Opposition
- Charleston Authority Develops Complex
- SCAC Sets New Policy on Aviation Grants

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... and much, much more!

# **Air shows Are Tops in South Carolina**

Air shows provide some of the best family entertainment around, and South Carolina is fortunate to have many of them during the mild Spring and Summer months.

Everyone loves an airshow, but there are many more than Oshkosh, Wisconsin, and the EAA in Lakeland Florida.

Why don't you and your family plan to attend some of the state's best shows this air show season?

Here's just a short list of air shows and fly-ins in and round South Carolina:

**Breakfast Club:** If you don't want the hassle of long meetings short on socializing, the Breakfast Club is for you. Just look on the

calendar for the date and arrive about 10 a.m. for breakfast.

**"Texas Air Raiders" from the Confederate Air Force:** April 9-14 in Greenville Downtown and April 14-15 at Greenwood Airport. This aircraft is part of the flying museum and has not been in SC.

**Stearman Fly-In:** This Fly-in at Clio Crop Care (21°x21 mi. from Florence) is the 12th Annual gathering for Hank Hanke on April 21-22. Hank will be holding his annual Saturday night steak fry. And he suggests you bring your sleeping bag to sleep under the stars.

**The Great Southern Fly-In:** This fly-in at Perry-Fort Valley Airport in Perry, Georgia has everything

scheduled under the sun from barbeques to a free dance on April 28.

**May-Fly 1990:** This relatively new fly-in features Hugh Oldham, Wayne Parrish, the Pepsi Chipmunk, the Budweiser Mini-jet and the Golden Knights, just to name a few. The fly-in will be May 4-6 at the Florence Regional Airport.

**Warbirds Annual Scramble & Vintage Aircraft Fly-In:** This unique blend of people and aircraft is perfect for May 4 at 6:30 p.m. with just the right amount of socializing and aircraft.

No matter which ones you go to, fly-ins are shoo-ins for great entertainment.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.